

No. 7603 號二零百六千十第 日一十月三年午壬緒光 HONGKONG, FRIDAY, APRIL 28th, 1882. 五拜禮 號八十二月四英曆香 [PRICE \$2½ PER MONTH.]

INTIMATIONS.

UNDER THE PATRONAGE OF
EXCELLENCY THE ADMINISTRATOR.

LIAN OPERA COMPANY.
SIGNOR HOPILOH
express his regret that it has been found
impossible to produce "LA FAVORITA" originally
and craves the indulgence of the
audience for a slight breach of faith, which
causes render imperative.

FIFTH PERFORMANCE
AND SUBSCRIPTION SERIES
TUESDAY (SATURDAY) EVENING,
19TH APRIL, 1894.
"BARTOLO, IL FANTASISTA"
GRAND OPERA by ROSSINI.
IN THREE ACTS.

Dramatis Personae.

BARTOLO Signor Paterno.
ALMAVIVA (the Lover) Signor Vanzetti.
ROSINA }
(a Baritone) Signor Ciochi
(a Music-Master) Signor Cotti
(a Servant) Signor Brunetti.
(Ward of Doctor Bartolo) Signora Silini.
(the Governor) Signora Bertolini.

POURDES OF ADMISSION.
Box, 33-50, 51-52, \$2.00. Pit, \$1.00.
Seats at Messrs. KELLY & WALSH'S and
elsewhere, 24th April, 1892. [779

THEATRE ROYAL.
CITY HALL.
LIAN OPERA COMPANY
SIGNOR HOPILOH
inform the Public of Hongkong, that
THERE WILL BE AN
EXTRA PERFORMANCE,
ON
TUESDAY EVENING,
24TH APRIL, 1892,
FOR THE BENEFIT OF
SIGNORA ANNUNZIATA SILINI,
PRIMA CONTRALTO ASSOLUTA,
who will be produced by general desire
DONIZETTI'S GRAND OPERA
"LA FAVORITA."
Dramatic Personae.
ALMAVIVA Signor G. Ciochi.
ROSINA Signora A. Silini.
BARTOLO Signora L. Vanzetti.

Between the Acts.
SINGARA SILINI.
Kindly assisted by
SIGNOR VIANZETTI and GIOCCO
will sing the
DRETTETTO FRANCHI'S FAMOUS OPERA
"I LOMBARDI".
Subscription List is now open at Messrs.
GROVE & WALSH'S,
HONGKONG, 23th April, 1892. [510]
OCEAN STEAMSHIP COMPANY.
OF LONDON VIA SUEZ CANAL.
E Company's Steamship
"CYCLOPS,"
to Buchu, will be despatched at Noon,
TUESDAY, the 23th inst.
Freight or Passage, apply to
WUTTERFIELD & SWIRE, Agents,
HONGKONG, 23th April, 1892. * (608)
FOR SHANGHAI.
E Steamship
"YANGTZE,"
to Foo, will be despatched for the above
on TUESDAY, the 23th inst., at FOUR o'clock.

SIEMSEN & Co.
 Hongkong, 28th April, 1882. [808]

**DO-CHINA STEAM NAVIGATION
 COMPANY, LIMITED.**

FOR SHANGHAI VIA SWATOW.
 Freight Cargo and Passengers at through rates
 to SWATOW, TIENTSIN, NEWCHOWANG, HAN-
 KOW and Ports on the YANGTZE).
THE Steamship

"FOOKKANG."
 Captain G. C. Anderson, will be despatched as
 TO-DAY, the 26th inst. at FOUR P.M.
 Freight or Passage, Apply to
 J. A. McIVER, & Co.,
 General Managers.
 Hongkong, 28th April, 1882. [809]

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship

"VERONA,"
 will leave for the above place at EIGHT A.M., on
 SUNDAY, the 29th instant.
 J. A. McIVER,
 Superintendent.
 Hongkong, 27th April, 1882.

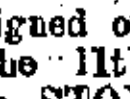
SWATOW, AMOY, AND FOCHOW.
THE Steamship

"NAMOA."
 will leave for the above place, to be despatched for the
 Ports on SUNDAY, the 30th instant, at
 LIGHT.
 Freight or Passage, apply to
 DOUGLAS BARR & Co.
 Hongkong, 27th April, 1882. [807.]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"ANCHISES."
 Captain C. Jackson, will be despatched on or
 within 4th May.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th April, 1882. [608]



SALED TENDERS will be received by the Undersigned on or before Noon of **TUESDAY**, the 11th proximo, for the **PURCHASING OF A STOREHOUSE** at Kowloon, measuring 100 feet by 40 feet, according to specification and conditions which can be seen upon application to the Naval Storekeeper. It is not right to reject the lowest or any Tender offered.

E. B. JOREY,
Naval Storekeeper.

A. Naval Yard,
Hongkong, 28th April, 1882. [811]

NOTICE.

FROM this date the Undersigned will not be Responsible for DEBTS contracted by **MRS MARIA JOSÉ PARRA MASCOSO POSEIRO PEBEIRA**.
Hongkong, 26th April, 1882. [786]

NOTICE.

INSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

COMMENCING with the departure of the "**ANCONA**" from this Port on the 9th next, at daylight, the steamers of this

Angkok. 25th April 1882. [798]

As to which the Chinese any that never has Hongkong might be a disaster to the country during the Chinese "year" period, as compared with which the panic of 1866 was a trifle.

Under the circumstances pointed out, and taking also into the consideration the advantages the Chinese are making in the direction of trading with foreign countries independent of the European merchant in China, the world, has not the time when the vitality of the comparative system in the balance is not the time soon to arrive when the agency of the compradors shall be altogether abolished? The system referred to should never have originated, and if inaugurated under the necessity of the times, should not have been continued. By its means the Chinese gain nothing, and the foreigner, in the end it must be employed to the former's detriment. The reason of this is, the compradors no longer exist; his continuance cannot be defended upon any logical grounds; his abolition would restore the individuality of the merchant, who would then no longer be himself plus the comprador. But it will be said that the office saves so much trouble, and is cheap, commissions coming from Chinese only. *Prima facie* this is true; but the case is obtained at the expense of the merchant's efficiency and independence, while the cheapness will be no longer apparent when the compradors make many decisions and appear to be concerned, or the surety proves worthless or decomp.

THE TAXATION OF NATIVE CRAFT IN HONGKONG.

Speaking in the Legislative Council on the 19th April last, Sir James P. Macneil said: "There is one small item of taxation which I should like to mention. It is a tax on the native junks, and that is a tax of about \$20,000, which we get by our taxes upon the native junks. Though we levy a cent a ton on the foreign shipping, we levy more than double that on the native craft in the harbour, and I need hardly assure you that whatever taxes you lay on the native craft you lay on the foreign trade. This is not the first occasion on which His Excellency has referred to the subject in similar terms, and in transmitting the Estimates to the Secretary of State he said: 'The Legislative Council would, I believe, be glad to see the licence fees on junks, cargo boats, and fishing boats abolished in toto, whilst of course maintaining the system of licensing under the Shipping and Harbour Ordinance.' The attempt to draw a revenue of Twenty Thousand Dollars a year from one race only and from a part of the native machinery, that is essential for the transference of goods to the harbour and the conveyance of goods to the neighbouring shores of China is, to him, a hindrance to legitimate enterprise and trade." In reply, the SECRETARY OF STATE wrote: "I am not sure that I clearly understand the full extent of the proposal made in the 19th paragraph of your despatch in the words 'The Legislative Council would, I believe, be glad to see the licence fees on junks, cargo boats, and fishing boats abolished in toto, whilst of course maintaining the system of licensing under the Shipping and Harbour Ordinance,' to which point you also referred in your speech on the second reading of the Appropriation Ordinance. Any change in the direction indicated would require careful and detailed consideration, but at present, while there are so many much needed public works to be undertaken, I should not be ready to sanction any measure diminishing the sources of revenue. In view of the flourishing condition of the colonial finances we can hardly sympathise with the last remark in the paragraph you have quoted from the SECRETARY OF STATE's despatch. On the contrary, it could be shown that the incidence of taxation pressed unfairly on the boat population would advocate the removal of the licence fees. But this has not been shown, and the quotation we have given from the GOVERNOR'S despatch furnishes yet another instance of the GOVERNOR'S habitual misrepresentation. This will be plainly apparent from a paragraph in the last report of the Harbour Master, who, after giving a return of the fees collected, says: 'It will be seen from the above return that, although Chinese junks pay for licences, etc., under Section 38, they are exempt from the payment of light dues under Section 33, and that the difference was, for the last year, \$916,644 in their favour.' For, therefore, the native craft would appear to be more favourably treated than the foreign shipping. It ought also to be borne in mind that the foreign shipping is constantly moving and has to pay fees at every port entered, whereas the native craft make much more constant use of the harbour, and, as to a considerable portion, is constantly local, and therefore, in the living in these boats must, in fact, be looked upon as inhabitants of the colony, and as they probably, save in very exceptional cases, contribute in no other way to the revenue, the imposition of licence fees cannot in any way be looked upon as unfair. The sum realised from this source is not a considerable one, and there are many other sources of revenue which are open to the Government, which are not in a position to say how the conditions of the Order enable us to not under it. I don't think I have anything more to say with regard to these amounts, which have been in your hands for some time, and I shall be happy to answer any questions which may be put."

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 20th inst. There were present:—
HIS EXCELLENCY THE GOVERNOR (Hon. W. M. MACNEIL), Acting Colonial Secretary.
HON. B. L. O'MALLEY, Attorney-General.
HON. J. RUSSELL, Colonial Treasurer.
HON. F. EYRE.
HON. MR. GIBBS.

The Acting Clerk of Council, Mr. Lockhart, read the minutes of the previous meeting, which were confirmed.

THE BANKRUPTCY OFFICIAL ASSIGNOR.

THE ATTORNEY-GENERAL said: I beg to introduce a bill entitled the "Bankruptcy Official Assignor Bill, 1882," the object of the bill is to amend the provisions of the Bankruptcy Ordinance, and to remove certain obstacles in the administration of certain bankruptcies, which have arisen from doubts as to the status of the Official Assignor with reference to the bankruptcies. The bill will move the House originally on 2nd of May, and the effect of this Ordinance would be to supersede the existing provisions of the Ordinance, and place the Official Assignor in charge.

The bill was read a first time.

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THE FRENCH EXPEDITION TO TONKIN.

[FROM A CORRESPONDENT.]

HANOI, 19th April.

The Messagerie Maritimee steamer *Tienan* brought the first news as it is now said that the transport *De Dux* is to return to Saigon to bring these troops expedient. If a coup was really intended, the French Authorities appear very slow about it.

The expedition has had so far as is an evil one. Business is at a standstill in consequence of the Anamese are much frightened; the Chinese don't know what to make of it, and the French are not sure of the loyalty of the women and children are being sent to the interior.

It would have been well if some kind of manifesto had been published by the Commandant of the Expedition so that people might know what they were about and what they have to expect. It is said that Namdinh will be perished by French troops.

HANOI, 17th April.

Since the date of my last letter the Anamese mandarins have strongly fortified the citadel of Hanoi. The citadel is enclosed by a moat of considerable width and depth, filled with water, then comes a massive wall, and all the doors and windows are fortified and protected by small forts. The doors are now all closed and barricaded with poles, bamboo, and *discours de fer*. The wall is mounted with large numbers of guns, all ready for action, and the citadel has a very strong appearance, being all painted black and white.

Even the French officers say it would have been better to have taken possession of the citadel immediately on arrival. As it is, when action comes, the French will be in a very bad position, and it will be a very difficult task to find it a mere walk in the park, especially when the Anamese are assisted by the Black Flags.

In the streets of Hanoi all the gates that divide the different streets are closed at night for protection. The streets are now very dark and considerably strengthened.

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